

SEP - OCT 2014

CIVIL AIR PATROL

MAGAZINE

# LEADING EDGE

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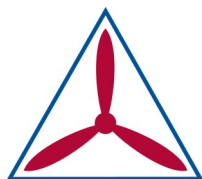
## CONNECTICUT WING



Royal Charter Squadron Tours Air Guard Base

Rifle Safety and Marksmanship Qualifications

399th Sends Squadron Patch into the Stratosphere



25th Anniversary Cadet Ball

**AEROSPACE EDUCATION – CADET PROGRAMS – EMERGENCY SERVICES**

## CONTENTS

### CONNECTICUT WING COMMANDER

Colonel Ken Chapman

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### EASTERN CT GROUP CC

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## E X C E L L E N C E

- [3](#) Commander's Comments
- [6](#) Cadet Ball is a Success
- [7](#) Rifle Safety and Marksmanship
- [9](#) 399th Sends Squadron Patch into the Stratosphere
- [11](#) Royal Charter Tours Air Guard Base
- [12](#) Cadet Awards & Promotions
- [13](#) Officer Promotions & Achievements, Schedule & Training Opportunities
- [14](#) Chaplain's Corner/Conference Session
- [16](#) Communications Update
- [17](#) AE Member Manzer to Receive Award
- [18](#) Aerospace History Milestones
- [19](#) LISP Mission Review and FltPlan Go
- [21](#) *Connecticut Wings* - See and Be Seen, Delete User Waypoints
- [22](#) *CT Wings* - KAP 140 Autopilot Trim DOV Tip of the Month
- [23](#) Checklist Review - Electrical Fire in Flight
- [25](#) CAP National HQ: AFA honors CAP with Lifetime Achievement Award
- [27](#) CTWG-NER Conference Flyer
- [28](#) Submission Guidelines/About CAP

### Cover Photo

A Connecticut Air Guard payload specialist explains how to configure & load aircraft to Royal Charter Squadron cadets. C/TSgt Carlson, C/TSgt Goitia, Cadet Bradley, C/Amn Hutchinson, C/SrA Ramsey, C/SSgt Ramsey. (Photo: Captain April Krason)



## Commander's Comments

*Colonel Ken Chapman, Connecticut Wing Commander*



### Pilot Update

**Past Year for Powered Flight:** We had a great year in Fiscal Year 2014 (October '13 – September '14). This past fiscal year (FY14), Connecticut Wing was second in Northeast Region for total hours flown by our pilots and one of the top wings in all of Civil Air Patrol for hours flown per aircraft (CTWG had 6 assigned in FY14). Cadet orientation flights were up 15% over FY13 with most of the increase occurring in the last quarter. The Counter Drug (CD) program flew significantly more flights this year over last year with positive reviews from the Connecticut State Police.

**This year for Powered Flight to date:** For FY2015 (started Oct 1, 2014), we are off to a good start. This October, the wing is finishing off the Counter Drug Missions and Long Island Sound Patrol Missions, as well as conducting Pilot Proficiency Training and G1000 transition training. There are currently 8 cadets in the wing receiving flight training towards their solo and private pilot's license.

**Aircraft allocation:** Connecticut Wing currently has 6 aircraft assigned: three 182-Glass, one 182-Round Dial and two 172-Round Dial. I have requested for FY15: five 182-Glass, two 172-Round Dial, one 172-Glass and a larger aircraft (206 or GA8) for the months of May-October. The allocation of aircraft to the wing is based on aircraft utilization (minimum of 200 hours/year per aircraft) and type of aircraft required to accomplish missions. CTWG is going to have one additional 182-Glass (N970CP) assigned to the wing this month. I should know about the rest of the requested aircraft by the end of October (after the conference).

**Pilot Training:** Major Roger Malagutti is an Assistant Wing Standards and Evaluations Officer (Stan/Eval) as well as the Director of the CTWG Pilot Training Program (Powered). In this capacity, Roger is tasked with overseeing the flight training of cadets across the wing as

*(Continued on page 4)*





*(Continued from page 3, Pilot Update)*

well as developing a training program for senior members. Members are encouraged to utilize Civil Air Patrol aircraft for member-funded training. However, there is a limited amount of training funds available for pilot proficiency, pilot training and G1000 transition. The limited amount of training funds will go towards achieving the wing's goals of developing/maintaining mission pilots, cadet orientation pilots and transport mission pilots



**Connecticut Wing Cessna 182**

*(Photo: Major Peter Milano)*

that are able to fly all of the wing's critical missions in all of the aircraft assigned to the wing (C182, C172, G1000).

**Pilot Recruiting:** With the number of missions expected to increase in FY15 and number of aircraft assigned to the wing increasing by as much as 50%, the current pilots in the wing will be busy flying all of the assigned missions and keeping the aircraft utilization above 200 hours/year. There is certainly room for Connecticut Wing to recruit and absorb more pilots into our ranks. I would encourage CTWG pilots to reach out to other pilots to let them know about the opportunities in Civil Air Patrol. With the number of missions and number of aircraft expected for FY15, it is a great time to join CAP as a pilot. The ideal recruit for FY15 would be a pilot that is professional, safe, motivated, FAA current and is able to quickly transition into a cadet orientation pilot (over 200 hours PIC) and begin training towards mission pilot. Of course, all pilots (regardless of PIC hours) that are professional, safe and motivated are welcome into Civil Air Patrol.

**Glider Program:** Connecticut Wing kicked off glider cadets orientation flights in FY2014. This was the first time that glider cadet orientation flights have been flown in Connecticut in over 15 years. The glider program in CTWG is part of the larger Northeast Region

*(Continued on page 5)*



*(Continued from page 4, Pilot Update)*

glider program, so we have help and are not starting from scratch. In partnership with the Connecticut Soaring Association at Danielson, I expect the glider program to expand in FY2015. I am also exploring opportunities to fly CAP gliders in Connecticut to further expand the opportunities for glider flying for Connecticut Wing members.

**Counter Drug Program:** Selection into the Counter Drug program requires a minimum of two years as a CAP member, a background check and approval by the wing commander. Due to the increase in CD missions this year and expected expansion next year, I am going to increase the number of aircrew members in the Counter Drug program. The CD program not only needs pilots, but observers, scanner and aerial photographers as well. The CD program is an exciting program that allows members to work directly with law enforcement. With some of the missions falling during the work week (Mon-Fri), the wing particularly needs CD aircrew members that can fly a flexible schedule. Recently, the turnaround time for the background checks has been significantly reduced. This was a source of frustration in the past. If you are interested in joining the CD program, contact Major Scott Farley at [farleyjscott@aol.com](mailto:farleyjscott@aol.com) or Major Charles Kruzshak at [DOC@ctwg.cap.gov](mailto:DOC@ctwg.cap.gov).

**CTWG Fly-Ins:** Starting the second quarter of FY15 (January-March '15), I intend to have quarterly fly-ins at different airports across the state. While still in the planning phase, these quarterly fly-ins will be a combination of pilot meetings, seminars, cadet orientation flights and lunch among other things. I am looking for these to be fun events while also conducting wing business. I may also conduct the 2015 Connecticut Wing Conference in this same format.

**Wing Wide Pilot Meeting:** As previously communicated, there will be pilot seminars and a wing-wide pilots meeting at the conference this month. If you have not signed up already, you can sign-up "at the door" on the day of the conference. See you at the conference.

## Fly Safe



## Cadet Ball is a Success

*Lieutenant Colonel Jim Ridley  
Connecticut Wing Chief of Staff*

The United States Coast Guard Academy in New London, Connecticut was the perfect

venue for the 25th anniversary Connecticut Wing Cadet Ball, also known as the Colonel Howard E. Palmer Cadet Ball, named in honor of former CTWG commander Howard Palmer, who began the event. This year's event was organized by Major Robin Wojtcuk, Connecticut Wing Cadet Programs Officer, and the wing's cadet advisory council led by Cadet First Lieutenant Dolores Mihaliak who served as the cadet officer-in-charge (OIC) of the ball.

Over 124 people, twelve of them senior members and the rest cadets and their dates, enjoyed an evening of dinner, music and dancing after hearing the history of the ball from Colonel Palmer's son, former CTWG Commander Colonel James Palmer who was in attendance and who is the only Civil Air Patrol member who can claim to have attended all 25 balls! Also in attendance was Coast Guard Captain Richard Sanders, a professor of Chemistry at the academy and our academy sponsor. Cadets were photographed by Major Wojtcuk's daughter, Abby Lalor, who donated her much appreciated services for the evening. Cadets thoroughly enjoyed the evening and can't wait for next year's ball which has been scheduled for September 12, 2015 at the academy.



**Cadets dancing at the Colonel Howard E. Palmer Cadet Ball which was held at the U.S. Coast Guard Academy in New London, Connecticut**

(Photos: by Abigail Lalor, PhantomHorse Photography)



## CTWG Rifle Safety and Marksmanship Qualifications

*Lieutenant Colonel Stephen Rocketto*

*Project Director CTWG Rifle Safety and Marksmanship Program/CT-001*

Following are the results of the 2014 Connecticut Wing Rifle Safety and Marksmanship Program. Instruction took place on August 30 and September 13 at the Quaker Hill Rod and Gun Club in Oakdale, Connecticut.

Eight squadrons and 48 cadets participated. All cadets qualified for an award except for three cadets from Thames River who are working on advanced ratings.

Almost all new shooters qualified for the Winchester-NRA Pro-Marksman medal (PM).

Other cadets with prior experience qualified for the Marksman (MK), Marksman First Class (M1C), Sharpshooter (SS), or Sharpshooter Second Class (S2C) medals.

The team order of merit was chosen using the best three shooters from each squadron and adding up their four best bulls for a possible total of 200 points per shooter and 600 points per team.

### Team Results

<u>Squadron</u>	<u>Score</u>
Thames River Squadron, Groton	557
Silver City Cadet Squadron, Meriden	548
Minuteman Squadron, New Haven	538
Royal Charter Squadron, Hartford	532
143 <sup>rd</sup> Composite Squadron, Waterbury	520
399 <sup>th</sup> Composite Squadron, Danbury	502
103 <sup>rd</sup> Composite Squadron, East Granby	506
Northwest Hills Squadron, Torrington	402



**Connecticut Wing Cadets on the Firing Line**

(Photo: Lt. Col. Stephen Rocketto)

(Continued on page 8)

(Continued from page 7, CTWG Rifle Safety and Marksmanship Qualifications)

## Top Ten Cadets

<u>Cadet</u>	<u>Squadron</u>	<u>Score</u>
C/Senior Airman Dylan Lavoie	Silver City Cadet, Meriden (CT-014)	197

Three way tie:

C/Senior Airman Hannah Ramsey	Royal Charter, Hartford (CT-071)	191
C/Tech. Sgt. Michael Hollingsworth	Thames River, Groton (CT-075)	191
C/Master Sergeant Ethan Denton	Royal Charter, Hartford (CT-071)	191

C/Tech. Sgt. Daniel Hollingsworth	Thames River, Groton (CT-075)	188
C/Tech. Sergeant Bailey Doolittle	Silver City Cadet, Meriden (CT-014)	186
C/Airman Joseph Lombard	Minuteman, New Haven (CT-073)	181

Three way tie:

C/First Lieutenant Kristina Delp	143rd Composite, Waterbury (CT-011)	180
C/Senior Master Sgt. John Meers	Thames River, Groton (CT-075)	180
C/Airman Matthew Lucibello	Minuteman, New Haven (CT-073)	180



**399th Danbury Composite Squadron Cadets, Senior Master Sergeant Noah Stillman (foreground) and Cadet Chief Master Sergeant Joseph Waldron (background), take aim under the direction of Dr. Philip Kohanski (r), Quaker Hill Rod and Gun Club coach.** (Photo: Lt. Col. Stephen Rocketto)

Connecticut Wing thanks the following volunteers and contributors who made this event a cost free event for cadets: Ammunition Donors: Robert Harris (Quaker Hill R&G Club), 1st Lieutenant Joseph Lavoie (Meriden), Lieutenant Colonel David Hull (CT-062) and Captain Carol Whelan (CT-004). All of the senior members and parents who accompanied the cadets, scored targets, and loaded the ammunition blocks. New London County

Friends of the NRA and Quaker Hill Rod and Gun Club for contributions of facilities, targets, ammunition, and equipment. Quaker Hill Coaching Staff: Mark Wujtewicz, Dr. Philip Kohanski, Anthony Goulart, Ernest Mellor, Ryan McGee, Robert Droesch and David Meers.



## 399th Sends Squadron Patch into the Stratosphere

*Cadet Senior Master Sergeant Sarah Eriksson and  
Cadet Senior Master Sergeant Joseph Waldron, Cadet Public Affairs/CT-042*

Most people usually wake up with the sun, or later than that, especially on a Saturday. However, that was not the case for some of the cadets and senior members of the 399th Danbury Composite Squadron, Civil Air Patrol, who arrived at Danbury Municipal Airport at 6 a.m. on Saturday, September 13, 2014, to begin their day. This was a day of risk that had been planned for months. It started with a challenge proposed by Second Lieutenant Brian Waldron, 399th Assistant Deputy Commander for Cadets, who said, “I challenge all of you to get this patch past 90,000 feet, and retrieve it.” Now the cadets, with the help of fellow senior members, would be launching a weather balloon along with the squadron patch up into the large and rather cloudy sky. As soon as everyone was ready and accounted for they traveled to New Fairfield High School, New Fairfield, Connecticut, where the adventure began.



**399th Danbury Composite Squadron Patch at 91,505 feet**  
(Photo: Second Lieutenant Brian Waldron, CT-042)

As they arrived at the location, worries about the cloud layer began to arise as very few holes in the clouds revealed themselves. Lieutenant Waldron debated to either delay the launch until later that morning or to continue the project on another day. The cloud layer, however, began to break and 20 minutes later the decision was made. Squadron members

made their way to the other side of the school to prepare the launch site for an 8:00 a.m. departure. The setup for launching the weather balloon then began with the help of all the cadets and senior members. While setting up the weather balloon cadets rotated to hold the helium tank for safety. Cadets were then instructed to put on blue medical gloves, while the balloon was being blown up. “The balloon's skin, made of latex, is very thin, so care needs to be taken

*(Continued on page 10)*

*(Continued from page 9, 399th Composite Squadron Sends Patch into the Stratosphere)*

when handling it. Sweat from skin and the rubbing off of the balloons powdery outside coating, could lead to premature bursting” said Waldron. The group faced challenges in tying off the balloon, but by working together, the job was accomplished according to schedule.

As the balloon went up into the sky cadets began to pack into the vehicles to follow the GPS signal showing the location of the balloon on the spot tracker. The spot tracker began to send off notifications on the location of the balloon while members of the squadron drove towards Massachusetts in anticipation of the landing. For a while the squadron received the location of the balloon, until, as Lieutenant Waldron said, it hit the "Dark Side of the Moon." The balloon had reached 20,000 feet and the tracker was not able to work. Worries began to spur again with the anticipation of where the balloon would land. Due to the predictions, the expected landing site would be somewhere in eastern Massachusetts.

Two hours after signal loss, at 11 a.m., GPS location transmissions resumed and the squadron was able to identify the landing location of the weather balloon. It was found in a cul-de-sac in Northborough, Massachusetts. Cadet Airman Marc Loewengart (399th Danbury Composite Squadron) saw the weather balloon stuck in a canopy of trees, 150 feet up, and members began to brainstorm ways of getting it down. For the next two hours everyone used different techniques to attempt retrieval, to no avail. Finally a tree company was contacted and successfully retrieved the balloon for the squadron. Everyone then headed back to the 399th's hangar at Danbury Municipal Airport after a long, exciting day.

Review of the data revealed the highest altitude attained by the weather balloon was 91,505 feet with air pressure at 0.46 inches of mercury. This altitude placed the balloon with the squadron patch well into the stratosphere. Along with the data came video of the flight with spectacular views.

*Visit the [399th's Facebook](#) page to view additional photos and video of the flight.*



## Royal Charter Tours Air Guard Base

*Captain April Krason, Deputy Commander of Cadet/CT-071*

**R**oyal Charter Composite Squadron took a tour of the Connecticut Air Guard Base at Bradley International Airport on Saturday, September 6, 2014. The 103rd Airlift Wing's mission is to organize, train and equip personnel for any operation the military needs.

The tour was guided by Air Guard Staff Sergeant Todd Wilkinson. The first stop was the guard hanger and a tour of the base's C-130 Hercules. The C-130 aircraft is capable of operating from rough dirt strips and can air drop troops and equipment into hostile areas as well as deliver cargo for disaster relief. The aircraft's aft door allows loading of a wide variety of oversized cargo, including helicopters and armored vehicles.



**Cadet Technical Sergeant Andrew Carlson (l) helps Cadet Hayden Bradley (r) suit up with body armor during a tour of the Bradley Air National Guard base. Both cadets are members of the Royal Charter Squadron, Hartford, CT.**

*(Photo: Captain April Krason)*

After the hanger tour the squadrons observed how the guard checks and packs parachutes used in air drops, then meet with members of the Special Forces who gave a briefing on their mission at the base and on deployment in Afghanistan. Cadets were able to try on equipment and handle unloaded weapons.

Royal's own Cadet Master Sergeant Tyler Carlson joined the guard this summer and was on hand for the tour. He will be leaving in November for his basic training.





## CADET AWARDS & PROMOTIONS



### SENIOR MASTER SERGEANT

#### Doolittle Achievement

Stephanie Logue CT-042



### MASTER SERGEANT

#### Lindberg Achievement

James Dossantos CT-011

Francis Fahy CT-011

David Nolan CT-042



### TECHNICAL SERGEANT

#### Rickenbacker Achievement

James Haggard CT-011

Bailey Doolittle CT-014

Andrew Carlson CT-071

Benjamin Young CT-073

John Finkeldey CT-073



### STAFF SERGEANT

#### Wright Brothers Award

James Chadukiewics CT-014

Connor Sestrom CT-073

James Byers CT-801



### SENIOR AIRMAN

#### Feik Achievement

David Rodriguez CT-004

Matthew Schaupp-Ryan CT-004

Nicholas Perez CT-011

Charlie Wilkes CT-011

Ryan Peers CT-022

Charles Hart CT-074



### AIRMAN FIRST CLASS

#### Arnold Achievement

Joshua Roberts CT-004

Gregory Roberts CT-004

Mason Stabile CT-004

Shane Ferrari CT-074



### CADET AIRMAN

#### Curry Achievement

Christian Colon CT-011

Gabriel Miranda CT-011

Michael Bachand CT-058

Lucas Cutler CT-058

Dominic Rosado CT-074

## CADET COMMANDER APPOINTMENT

Cadet 2nd Lt. James Pergolizzi, 186th Composite Squadron, Plainville, CT



## OFFICER PROMOTIONS & ACHIEVEMENTS

### SQUADRON COMMANDER APPOINTMENTS



**Major Tim Ceritello**

Northwest Hills Squadron  
Torrington, CT CT-062

**Major Eric Wismar**

New Fairfield Cadet Squadron  
New Fairfield, CT CT-801

### CERTIFIED FLIGHT INSTRUCTOR - GLIDER

**Lt. Col. John deAndrade, CT-075**

### COMMANDER'S COMMENDATION

**1st Lt. Jeff Jenkins, CT-042**

**Captain Carol Whelan, CT-004**

### DIRECTOR CTWG POWERED PILOT TRAINING

**Major Roger Malagutti, CT-014**

### PUBLIC AFFAIRS TECHNICIAN RATING

**Lt. Col. Stephen Rocketto, CT-075**

## SCHEDULE & TRAINING OPPORTUNITIES

### Northeast Region Aerospace Education Officers Course

October 16-18

Bradley Airport, Windsor Locks, CT

### Combined Connecticut Wing, Northeast Region Conference

October 17 to 19

Sheraton Hotel, Bradley Airport, CT

<http://ctwg.cap.gov/2014-ctwg-ner-conference>

### Northeast Region Staff College

October 18 to 25

Joint Base McGuire/Dix/Lakehurst, NJ

<http://www.ner.cap.gov/nersc/>

### Cadets, Senior Officers & Squadron Public Affairs Officers

Submit your news, photos and event listings for publication to

[publicaffairs@ctwg.cap.gov](mailto:publicaffairs@ctwg.cap.gov)

**Deadline for the November issue is Oct. 25**

*Read back issues of Connecticut Wing News*

- **[LEADING EDGE MAGAZINE](#)** -



## Chaplain's Corner

Lieutenant Colonel Adma Ross  
Connecticut Wing Chaplain

## Jacob's Ladder to Core Values

*[Jacob] dreamed, and behold, there was a ladder set up on the earth, and the top of it reached to heaven; and behold, the angels of God were ascending and descending on it! And behold, the Lord stood above it and said, I am the Lord, the God of Abraham your father and the God of Isaac . . .” Genesis 28:12-13*

**J**acob had fled from home. Finding himself alone at sunset in the desert, he lay down to sleep. He dreamed and saw a staircase reaching up to heaven, with God's messengers or angels ascending and descending on it. Jacob was in trouble. He had done some underhanded things. He had violated the core values of his society. Does he fare better under ours?

The first born got everything in bible times— rights to all the family property and the right to a blessing given by a father at his deathbed. Esau was born first, but only seconds later Jacob appeared, holding on to Esau's heel! Jacob wanted to excel. Let's give Jacob a plus for our core value of EXCELLENCE. But is excellence our only core value? How about the other values of integrity, respect, and service?

Striving to be number1 in the family, Jacob went after Esau's birthright, to inherit all of the family property. One day Esau was out hunting and returned home very hungry. When Esau came home he found Jacob cooking a meal, and asked for something to eat. "I will, if you give me your birthright," said Jacob. Esau readily agreed; Jacob would inherit the family property. So much for Jacob's desire for SERVICE!

Esau still had his father's blessing coming to him, or so the family thought. But when Isaac became ill and blind, Jacob tricked Isaac. Pretending to be Esau, Jacob sneaked in and received blind Isaac's blessing. How does that square with our CAP Core Values of INTEGRITY AND RESPECT?

*(Continued on page 15)*





(Continued from page 14, Jacob's Ladder to Core Values)

George Lucas, the creator of the *Star Wars* movies was once asked why Anakin Skywalker became the evil Darth Vader. George Lucas replied, "He cannot let go of things. That makes you greedy. When you are greedy you are on the path to the dark side." Jacob was willing to do whatever it takes to be number one.

Jacob did not come by his core values easily. In desperate times, it took a ladder filled with God's messengers to lead him. We may not take the path that Jacob took but we, too, need to focus on our CAP Core Values. None of us comes into this world with our values fully developed. In CAP we emphasize character development and assign this task to our CDIs and chaplains. Yet did you notice in the scripture that Jacob's ladder did not lead in one direction? In Jacob's dream the messengers ascended and descended the ladder in a never ending stream. Our CAP Core Values



are shared by all of us. When we all act as messengers of our values, we will carry them into every CAP activity in which we serve.

Lieutenant Colonel Adma Ross CTWG Chaplain  
(Photo: CTWG PA Archives)



## Chaplain Corps Conference Sessions

Connecticut Wing Chaplain Corps is offering the following sessions at the CTWG/NER Conference at Bradley Airport Marriott on Saturday, October 17. Look for them. They are designed to benefit all CAP members as well as Chaplain Corp personnel.

1) 1415: **Pastoral Care, The Art of Being There**, led by Ch., Lt. Col. Ed Kopp, an introduction to the pastoral skills employed by the Mission Chaplain in disaster response. Ch. Kopp is Deputy NER Region chaplain and a board certified supervisor for Clinical Pastoral Education.

2) 1530: **Chaplain Corp Forum**, an introduction to the proposed revision to CAPR 265-1, its impact on wings, groups, and local units, and a discussion on the mission of the Chaplain Corps in promoting the role of CAP core values in all CAP activities. The session will be led by the NER Chaplain Staff.

3) 16:45: **Implementing the New Cadet Protection Policy**, led by Lt. Col. James Ridley; the newly revised CAPR 52-10: Cadet Protection Policy was modeled in the 2013 and 2014 CT Wing Basic Encampments. CAP core values were integrated into all aspects of the encampment program. As well as Commander at these encampments, Lt. Col. Ridley is CT Wing Chief of Staff.

4) 16:45, separate worship services: a) **Roman Catholic Service** (Ch., Lt. Col. Fr. Dennis Mercieri and b) **Ecumenical Christian Service** (Ch., Lt. Col. Daniel Miles). The Roman Catholic Service is a Vigil Mass, to be held after 4 p.m.

The TLC course, **Training Leaders of Cadets**, offered on Friday and Sunday, will be attended by a number of chaplains and CDIs and will soon be on the list of required courses for CDI certification.

## Communications Update



*First Lieutenant Jeff Jenkins  
Director of Communications/CT001*

The Connecticut Wing/North East Region conference is just ahead and Communications

will be having a meeting as well as a training class on the Rapid Deployment Package Automatic Link Establishment (RDP ALE). I am inviting all Unit Communications Officers to attend both sessions at the conference and to talk with me about the Connecticut Wing Comms program.

The meeting will review the current state of communications in Connecticut Wing and the direction Communications will need to take to become a revitalized part of the Connecticut Wing Emergency Services and Air Operations programs. We will discuss training, ICUT and Evaluations, Unit and Wing needs, and ways to better improve our communications program.

The training session will review the Rapid Deployment Package ALE HF (High Frequency) kit. This will include transport, setup, requirements and operations. Please take a few minutes and review the RDP Transportable HF Radio Set-up and Operations module in the Learning Management System (LMS) in eServices. If possible, a setup and demonstration of the RDP will be conducted outside.



### First Air/CPR Training

First Aid and CPR Training is available to all members of Connecticut Wing.

If you want to schedule training please contact Major Marlene Welch at

[medictroll27@gmail.com](mailto:medictroll27@gmail.com)



## **Aerospace Education Member Manzer to Receive Crossfield Award**

*Lieutenant Colonel Stephen Rocketto, Aerospace Education Officer/CT001*

**T**he National Aeronautic Association (NAA) has announced the Connecticut Wing nominee, Aerospace Education Member Rachael Manzer, has been named the 2014 recipient of the A. Scott Crossfield Aerospace Educator of the Year Award.

The award was created by Scott Crossfield, engineer and test pilot, to honor teachers for their outstanding contributions to aerospace education. Among his achievements was to fly first at Mach Two and Mach Three and the first to fly the North American X-15.

Manzer has been teaching for 25 years and currently leads the STEM education program at the Annie Fisher School in Hartford. Her background includes conducting workshops for fellow teachers, a three year stint with NASA's Langley distance learning program, and past president of the Connecticut Science Teachers Association.

She has been honored by Civil Air Patrol with the 2010 Aerospace Educator of the Year and has received the Educator Achievement Award from American Institute of Aeronautics and Astronautics. Manzer is currently undergoing training as one of the Pathfinder 7 teachers who will be offered commercial space flights.

The award will be presented on October 4, 2014 in ceremonies at the National Aviation Hall of Fame, National Museum of the USAF in Dayton, Ohio.





## Aerospace History Milestones

*Lieutenant Colonel Stephen Rocketto, Aerospace Education Officer/CT001*

**September 1, 1914** – The first U.S. tactical air unit, the First Aero Squadron, is organized in response to the August outbreak of war in Europe. The unit has 16 officers, 77 enlisted men and eight airplanes. It is based in San Diego, California.



**Sept. 2, 1910** – Blanche Scott, the first woman pilot in the United States, makes a solo flight at Lake Keuka, Hammondsport.

**Blanche Stuart Scott**

(Photo: [Women in Aviation, International](#))

**Sept. 4, 1922** – First transcontinental air crossing made within a single day.

**Sept. 6, 1948** – A DeHavilland DH-108 Swallow becomes the first British aircraft to exceed the speed of sound and the first aspirated aircraft to do so. All previous verified supersonic flights were accomplished in the rocket powered Bell X-1.

**Sept. 8, 1928** – Seventy-six of the 260 graduates at West Point choose Air Corps as their branch of service and are assigned to Brooks Field, Texas, for primary flying training.

**Sept. 9, 1978** – NASA launches Viking 2 to Mars.



**Viking II  
Orbiter**

(Photo: [NASA.gov](#))

**September 10, 1932** – Major J.H. Doolittle sets new world speed record averaging 294 mph over a 3 km course.

**September 12, 1932** – The first pilotless radio-controlled aerial bomb is tested in the United States. It is actually a small biplane that can fly radio-guided for 50 miles with 308 pounds of bombs aboard.

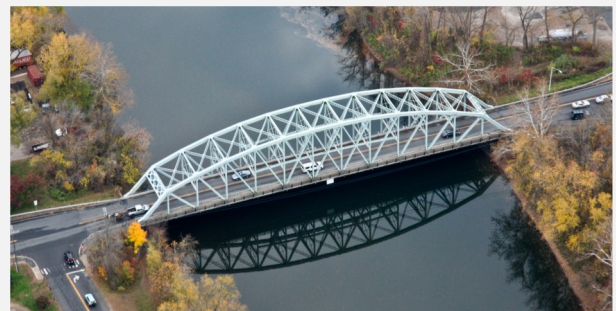
**September 18, 1947** – The United States Air Force becomes an independent service within the unified United States armed forces. This change recognizes the fact that air power is to be the nation's first line of defense.



**Department of the Air Force Seal**

(Seal: Arthur E. DuBois, Public Domain via Wikimedia Commons)

**September 19, 1911** – One of the first aerial photography experiments was made from an airplane.



**CTWG Aerial Photography Training**

(Photo: Major Peter Milano)

**September 20, 1910** – The Wright brothers make the first of nearly 1,000 glides on their modified No. 3 glider in Kill Devil Hills, North Carolina. It is this glider, made of spruce wood and cloth, which incorporates for the first time the flight controls of the modern airplane.

**September 25, 1929** – A 10,000 mile air mail route from the Netherlands to the Netherlands East Indies is launched. Twelve days are required to make the round trip.

**September 26, 1939** – First flight of the North American design NA-73, soon to be immortalized as the P-51 Mustang.



**The first P-51 delivered to the U.S. Army Air Force**

(Photo: Lieutenant Colonel Stephen Rocketto)

## Long Island Sound Patrol Mission Review and *FltPlan Go*

*Captain James McLaughlin, Flight Safety Officer/CT001*

**O**n September 1, 2014 Captain Johnny Burke (Mission Observer, CT-042) and I

were assigned a Long Island Sound Patrol (LISP) mission departing from Danbury Municipal Airport (KDXR), Danbury, Connecticut. We departed at 4 p.m. and flew to Bridgeport to commence LISP patrol. During that time we activated our FAA flight plan and also contacted the US Coast Guard (USCG) to activate Plane Guard. We flew our first leg to Groton-New London Airport (KGON) and had begun our return to Sikorsky Memorial Airport (KBDR) when the USCG called us to assist in a missing person search in the Bradley Point area of West Haven, Connecticut, a location just 2 miles west of Tweed New Haven Airport (KHVN).

We arrived on station at approximately 5 p.m. Flying at our assigned altitude of 1000' above ground level (AGL), we observed what appeared to be a search and rescue mission taking place in the waters below. We observed police and fire vehicles along the shore and a police boat with divers searching the waters just off the beach. A USCG helicopter was assigned to search the same area at an altitude of 300' AGL. Captain Burke and I began a circular search pattern around the scene below, in accordance with the approved LISP OPLAN. We expanded our search from Bradley Point out to the jetties that protect New Haven Harbor. We coordinated our search with both Sector Long Island (USCG) and KHVN Tower as we were in their Class D airspace. We observed a dozen or so watercraft including powerboats, kayakers, and jet skis, who all appeared to be searching for the swimmer. At our altitude we were able to make out swimmers in the water and so we kept looking for a body in the water that may have been the lost swimmer.

We had fuel for three hours and stayed on station until 7 p.m. when the light began to fade and our ability to be effective was diminishing. Captain Burke notified the USCG we were departing the scene to Sikorsky Memorial Airport (KBDR) for refueling. The deceased swimmer was located by surface teams shortly after 7 p.m. Captain Burke and I proceeded to

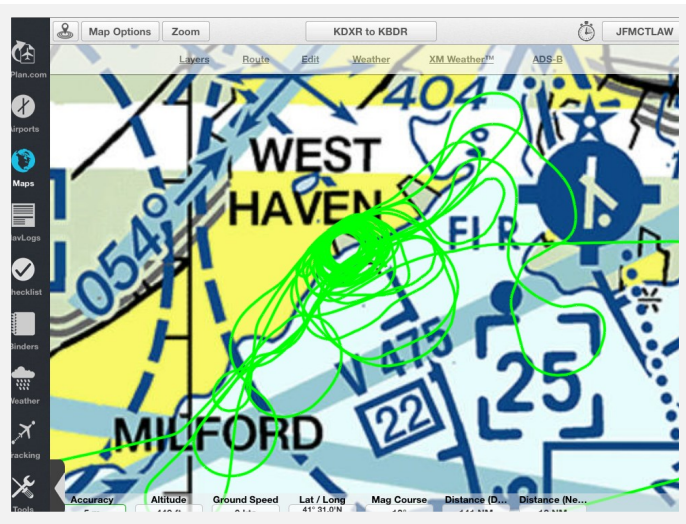
*(Continued on page 20)*



(Continued from page 19, Long Island Sound Patrol Mission Review and FltPlan Go)

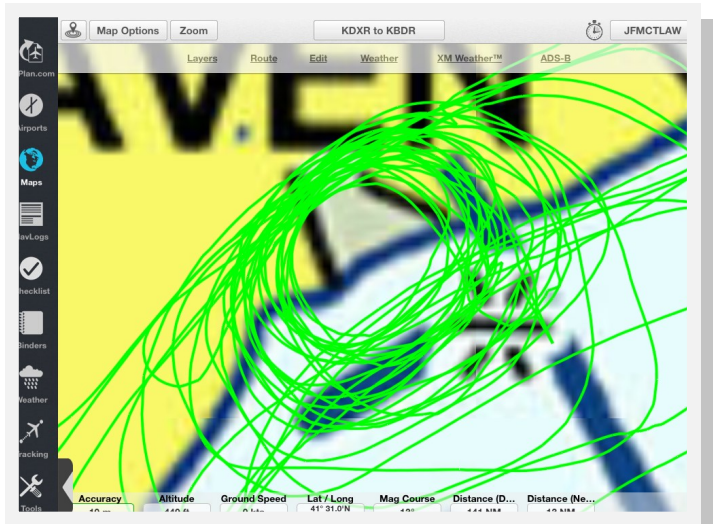
KBDR for refueling, and then returned to Danbury Municipal Airport (KDXR) to conclude our Long Island Sound Patrol mission without further incident.

The photos you see below were made with an application (App) called *FltPlan Go* during the SAR mission at Bradley Park. It is a free App you can run on your iPad under IOS. The Android version was released in September 2014. The green tracking line is made with the “breadcrumbs” feature of *FltPlan Go* and shows our entire flight path during the search. I operate my iPad in conjunction with a GPS receiver from Dual called the XGPS150. It couples to the iPad via Bluetooth and the accuracy on the iPad map is equal to WAAS accuracy. Thus it is a very useful tool for documenting CAP flights.



***FltPlan Go App Showing Mission Flight Path***

The app has the ability to zoom in for higher detail.  
(Photo: Captain James McLaughlin)



***FltPlan Go App Showing Mission Flight Path***

The app has the ability to zoom in for higher detail.  
(Photo: Captain James McLaughlin)

If you have any questions please contact me via email [flightsafety@ctwg.cap.gov](mailto:flightsafety@ctwg.cap.gov).

## WHO'S THAT CADET?

If you have a past cadet photo of a current CTWG senior member,

scan and email it to [publicaffairs@ctwg.cap.gov](mailto:publicaffairs@ctwg.cap.gov).

You can also mail to CTWG HQ, attention PAO.





## Connecticut Wings

*Captain Johnny Burke, Standards & Eval Officer/CT001*

### See and Be Seen

**W**hen flying under Visual Flight Rules, it is the Pilot in Command's responsibility to maintain visual separation from other aircraft.

Two lives were lost Saturday, September 27, 2014 near Buffalo, NY when two light aircraft collided six miles southeast of the Buffalo-Lancaster airport. The two planes were part of the Experimental Aircraft Association (EAA) Young Eagles program.

The investigation has just begun, so we don't know what happened. Both planes were operating under visual flight rules (VFR) out of the Buffalo-Lancaster airport, giving young people rides to expose them to aviation. We know there was an adult pilot in command (PIC) and a young person in each aircraft. One aircraft managed an off field landing and the two passengers walked away. The other aircraft was lost.

There are many distractions that can keep us from looking outside as often as we should when we're flying. Spending a lot of time entering data in the GPS system, lengthy extraneous conversation, instructing a student, explaining what's going on to a passenger new to flying; these are just a few ways we can be drawn inside the cockpit and not look outside enough to "see and be seen."

### Delete User Waypoints

**M**ajor Howie Aronson reminds us to please delete user waypoints. After a couple of grid searches have been left on the map, it can be cluttered and distracting. NOTE: The option "Delete All User Waypoints" is not available while the aircraft is in flight. Selecting "Delete All User Waypoints" from the "Menu" will not delete user waypoints that are part of a stored flight plan.

## Connecticut Wings

*Captain Johnny Burke  
Standards & Eval Officer/CT001*

### KAP 140 Autopilot Trim

If you've flown our KAP 140 Autopilot (Old Glass) you know the autopilot trim is slower than the autopilot trim in the GFC 700 (New Glass). The minimum speed for autopilot use is 80 knots, but the KAP 140 is not very smooth at 80 knots. Large pitch change requirements at slow speeds can quickly lead to an "Auto-Pilot Out of Trim" condition in the KAP 140. The KAP 140 is smoother at 100 knots because the higher airspeed means the elevator doesn't need to move as much to achieve the desired pitch input.

The GFC 700 handles these situations better than the KAP 140, but no matter what aircraft you are in, if the autopilot is not doing what you want it to do, **TURN IT OFF!**

### DOV Tip of the Month

The National Transportation Safety Board (NTSB) has investigated numerous accidents involving forgotten or unsecured items, each of which serve as important reminders about the critical need to ensure that items are accounted for and secured before flight. To help ensure items in your aircraft are secure:

- Inspect the airplane for forgotten or misplaced tools before takeoff. Remember that even experienced pilots and aviation maintenance technicians can make mistakes.
- Account for all flight gear and personal items such as hats and jackets before and after each flight, and ensure that they are secured.
- Incorporate all of these checks into your preflight actions.

Remind passengers during the preflight briefing of item security and proper stowage of portable electronic devices and personal items. -NTSB



## Connecticut Wings

Captain Johnny Burke  
Standards & Eval Officer/CT001

### Monthly Checklist Review

**O**ur emergency checklist review this month is Electrical Fire in Flight. One of our crews experienced an electrical fire in flight. Another crew experienced a burning electrical smell on short final, which could have turned into an electrical fire, if they had flown longer. So take a good look at this checklist, you may need it someday.

The first five steps are immediate action items, and must be completed from memory.

**1. Stby Batt Switch ..... Off.**

**2. Master Switch (Alt & Bat)... Off.**

Steps one and two shuts off all electrics.

The electrical fire usually stops at this point, but we cannot assume this to be true.

**3. Cabin Vents..... Closed**

**4. Cabin Heat and Air knobs... Off (push full in)**

Step three and four shuts off air flowing into the cabin that would feed the fire. Our aircraft are unpressurized, so some air will still enter the cabin, but this helps reduce the flow.

**5. Fire Extinguisher..... Activate.**

*(Continued on page 24)*

### Checklist Review

#### Electrical Fire in Flight

**1. Stby Batt Switch ..... Off.**

**2. Master Switch (Alt & Batt) .... Off.**

**3. Cabin Vents ..... Closed.**

**4. Cabin Heat and Air knobs .... Off  
(push full in).**

**5. Fire Extinguisher ..... Activate.**

**Warning - After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.**

**6. Avionics Switch (Bus 1&2) ..... Off.**

**7. All Other Switches (except magnetos switch)  
.....Off.**

**8. Cabin Vents ..... OPEN  
(when sure that fire is completely extinguished).**

**9. Cabin HT and AIR knobs ..... On  
(when sure that fire is completely extinguished).**

**If fire has been extinguished and electrical power is necessary for continued flight to nearest suitable airport or landing area:**

**10. Circuit Breaker ... Check of Open circuit(s), do not reset.**

**11. Master Switch (Alt & Bat) ..... On.**

**12. Stby Batt Sw ..... On.**

**13. Avionics Switch (Bus 1) ..... On.**

**14. Avionics Switch (Bus 2) ..... On.**

(Continued from page 23, Monthly Checklist Review: Electrical Fire in Flight)



The last immediate action item is to use the fire extinguisher, if necessary. Smoke may reduce visibility in the cabin, so be familiar with the operation of the extinguisher.

6. Avionics Switch (Bus 1 & 2) ..... Off.
7. All Other Switches (except magnetos switch) ..... Off.

Steps six and seven properly positions electrical switches.

### Warning

**After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.**

This warning is important. You don't want to increase airflow into the cabin if the fire is still going.

8. Cabin Vents..... OPEN  
(when sure fire is completely extinguished.)
9. Cabin HT and AIR knobs.....ON  
(when sure fire is completely extinguished.)

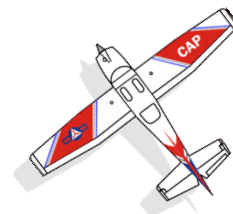
Steps eight and nine increases airflow into the cabin for smoke removal.

**If fire has been extinguished and electrical power is necessary for continued flight to nearest suitable airport or landing area:**

This note asks you to consider whether or not you need to restore electrical power to land at the nearest suitable airport. If you prefer not to restore electrical power, the checklist ends here. If you feel you do need to restore power, you can continue with steps ten through fourteen.

10. Circuit Breaker ..... Check for Open circuit (s), do not reset.
11. Master Switch (Alt & Bat) ..... On.
12. Stby Batt Sw..... On.
13. Avionics Switch (Bus 1) ..... On.
14. Avionics Switch (Bus 2) ..... On.

Using your PIC authority to deviate from procedure in an emergency, you might want to consider one other course of action. In the G1000 aircraft, if the fire has stopped, the smoke is gone, and you need to talk on the radio, you can turn on the Stby Batt Sw only. The standby battery will now power the essential bus, which gives you Com. 1, Nav. 1, and the PFD. Importantly, it does not turn on the avionics fan, which would blow any smoke remaining in the electronics right into the pilot's face.







## **AFA honors CAP with Lifetime Achievement Award for 70-plus years of contributing to national defense**

CAP National Headquarters, Public Affairs

**MAXWELL AIR FORCE BASE, Ala.**, Sept. 25, 2014 – The Air Force Association has honored Civil Air Patrol with its 2014 Lifetime Achievement Award in recognition of its more than 70 years of helping secure the American homeland, especially its service during World War II.

Brigadier General Larry Myrick, CAP national vice commander, accepted the award during the association's Air & Space Conference in National Harbor, Md.

During the presentation ceremony CAP was recognized:

- “For selflessly protecting our shorelines and borders with personal aircraft ...
- “For encouraging women and more than 80,000 young Americans with an opportunity to serve during World War II ...
- “And flying more than 750,000 mission hours by the war's end.”

That legacy of heroism and sacrifice has also been recognized by Congress, which is awarding CAP the Congressional Gold Medal honoring the organization for its wartime service. President Barack Obama signed the medal into law May 30, and it will soon be presented in Washington, D.C., with a possible date of Dec. 10 for the ceremony. Additional information on the Congressional Gold Medal and CAP's World War II service can be found at <http://www.capgoldmedal.com/>.

CAP's beginnings date back to the week before Pearl Harbor; the organization was founded Dec. 1, 1941. Within a few weeks, its pioneering members were helping support the war effort by patrolling U.S. coastlines for German U-boats intent on sinking American oil tankers and cargo ships bound for Europe.

*(Continued on page 26)*

*(Continued from page 25, AFA honors CAP with Lifetime Achievement Award for 70-plus years of contributing to national defense)*

After the enemy submarines began targeting vital merchant shipping within a few weeks of America's entry into the war, mounting losses prompted leaders of the oil industry to call for protection. Lacking the patrol aircraft and vessels needed to meet those demands, military leaders agreed to allow CAP to conduct coastal patrol flights for a 90-day trial period. The mission was so successful that it was extended to last 18 months, from March 1942-August 1943.

During that period CAP members, too young or too old for military service or prevented from enlisting for health-related or other reasons, flew a total of 24 million miles over the waters of the Atlantic and Gulf of Mexico. Many flew their own light aircraft, typically patrolling as far as 100 miles offshore, often with only a compass for navigation and a single radio for communication.

In all, they reported 173 suspected submarines, spotted 363 survivors and performed 5,684 special convoy missions at the behest of the Navy. They also reported 17 floating mines, 36 bodies, 91 ships in distress and 363 survivors in the water.

During the war years other CAP members, young and old, male and female, also patrolled the U.S. borders by air, towed targets for military trainees, spotted forest fires, conducted search and rescue missions, provided disaster relief and emergency transport of people and cargo, conducted orientation flights and flight training for future pilots and provided leadership and character training for teenage members. As the auxiliary force of the Army Air Forces, by war's end CAP had flown more than 750,000 hours on all missions, with a total loss of 65 members and 150 aircraft.

More than 200,000 Americans served in CAP during the war years. Most were ordinary citizens, but some had much higher profiles – such as a Hollywood director and prominent actors, a Wall Street financier, a popular comic strip creator, pioneering female aviators, future Tuskegee Airmen, a world-famous concert pianist, the co-president of a major brewery and the founder of a famed doughnut chain.





## **Come Join Us at the Civil Air Patrol's Joint Connecticut Wing – NER Conference Sheraton Bradley Airport 17-19 October 2014**

**A Cadet Conference will be held onsite at the Sheraton with an optional visit to the New England Air Museum nearby with overnight guests staying at the Sheraton Bradley Airport in Windsor Locks, CT**

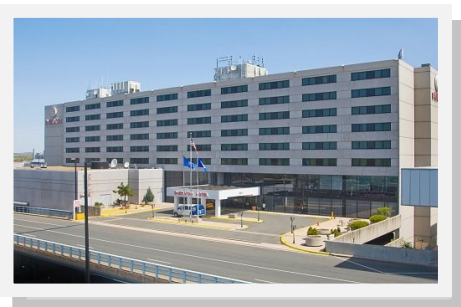
**Special Guests include: CAP National Commander Maj Gen Joseph R. Vazquez & National Vice Commander Brig Gen Lawrence Myrick and Ms. Mary Feikl**

**There will be:**

**Great educational sessions, annual awards presentation, a cadet conference, cadet aerospace education contest and a banquet on Saturday evening featuring the 102<sup>nd</sup> U.S. Army Dinner Band!**

**Senior Member Professional Development Courses: UCC, TLC, SR IG Course & AEO Course!**

**Many more exciting activities and speakers will be announced in the near future!**



**Don't Miss Out! Details may be found on the CTWG website –  
<http://ctwg.cap.gov/2014-ctwg-ner-conference.html>**

**[2014 Joint Connecticut Wing & Northeast Region Conference Web Page](#)**

Leading Edge Magazine is published monthly by Connecticut Wing, Civil Air Patrol, a private, charitable, benevolent corporation and auxiliary of the United States Air Force.



## Submission Guidelines



Send submissions in Microsoft Word format or in the body of your email:

[publicaffairs@ctwg.cap.gov](mailto:publicaffairs@ctwg.cap.gov)

Edit copy according to Associated Press Style.

Photos should be sent as attachments in JPG format and must meet uniform compliance.

Identify all persons in photo's and include credits.

**Deadline for the November 2014 issue is 25 October**

Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with 60,000 members nationwide, operating a fleet of 550 aircraft. CAP, in its Air Force auxiliary role, performs about 85 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and is credited by the AFRCC with saving an average of 70 lives annually. Its unpaid professionals also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to more than 25,000 young people currently participating in the CAP cadet programs. Performing missions for America for over 70 years, CAP will receive the Congressional Gold Medal in 2015 in honor of the heroic efforts of its World War II veterans. CAP also participates in Wreaths Across America, an initiative to remember, honor and teach about the sacrifices of U.S. military veterans.

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